Great Lakes Pilotage Authority

Administration de pilotage des Grands Lacs

2015 Third Quarter Financial Report

For the period ended September 30, 2015

MANAGEMENT'S DISCUSSION AND ANALYSIS

This Management's Discussion and Analysis (MD&A) provides a narrative discussion outlining the financial results and operational changes for the third quarter ended September 30, 2015 for Great Lakes Pilotage Authority (the Authority). This discussion should be read with the unaudited interim financial statements for the period ended September 30, 2015, which have been prepared in accordance with the Treasury Board of Canada "Standard on Quarterly Financial Reports for Crown Corporations" and Internal Accounting Standard 34 – *Interim Financial Reporting* (IAS 34), and are presented in Canadian dollars. We also recommend that this information be read in conjunction with the Corporation's annual financial statements and annual report for the year ended December 31, 2014. Financial results in the MD&A are rounded to the nearest thousand.

Management is responsible for the information presented in the unaudited interim financial statements and the MD&A. All references to "our" or "we" are references to management of the Authority. The Board of Directors, on the recommendation from its Audit Committee, approved the content of this MD&A and the unaudited interim financial statements.

MATERIALITY

In assessing what information is to be provided in the MD&A, management applies the materiality principle as guidance for disclosure. Management considers information material if it is considered probable that its omission or misstatement would influence decisions that users make on the basis of financial information.

FORWARD-LOOKING STATEMENTS

The MD&A contains forward-looking statements that reflect management's expectations regarding the Authority's objectives, plans, strategies, future growth, results of operations, performance, and business prospects and opportunities. Forward-looking statements are typically identified by words or phrases such as "pans", "anticipates", "expects", "believes", "estimates", "intends" and other similar expressions. These forward-looking statements are not facts, but only estimates regarding future results. These estimates are based on certain factors or assumptions regarding expected growth, results of operations, performance, business prospects and opportunities (assumptions). While management considers these assumptions to be reasonable based on available information, they may prove to be incorrect. These estimates of future results are subject to a number of risks, uncertainties and other factors that could cause actual results to differ materially from what the Authority expects.

DESCRIPTION OF THE OPERATIONS AND OBJECTIVES

Pursuant to the *Pilotage Act,* the Authority has a mandate to operate in the interest of safety, a marine pilotage in all Canadian waters in the Provinces of Ontario, Manitoba and in Quebec south of the northern entrance to the St. Lambert Lock. Services are provided through the performance of pilotage assignments on those vessels entering the region which are subject to compulsory pilotage by pilots employed by the Authority.

The Authority must co-ordinate its efforts and operations with a number of organizations such as The St. Lawrence Seaway Management Corporation and the United States Seaway Development Corporation,

who operates the lock facilities, and maintain traffic control systems within the Region; the Canadian Coast Guard, who provides aid to navigation and the United States Coast Guard, who are responsible for the United States pilotage matters in international waters.

The Authority has the responsibility to provide the pilotage services within a commercially-oriented framework directed toward achieving and maintaining financial self-sufficiency at the least cost to the user. It must also be responsive to the Government's environmental, social and economic policies.

SIGNIFICANT CHANGES AND BUSINESS DEVELOPMENTS

This year had started with another very cold winter. The navigation season opened on April 2nd, 2015 for both the Welland Canal and St. Lambert, which is two days later than 2014 when the season opened on March 31st. The delay on opening the 2015 season resulted from the extreme ice conditions. The 2015 level of ice conditions in the Great Lakes mirrored somewhat the ice conditions experienced in 2014.

The start of the season traffic demands was dependent on the ice management. One way traffic and daylight navigation was being respected and under double pilotage; which lasted 7 days longer when compared to the 2014 start of navigation. Pilot boat service were also impacted due to ice fields drifting, and as such, forcing pilots to be overcarried.

With the St. Lawrence Seaway Management Corporation's implementation of the hands-free mooring system at the start of the 2015 navigation season, the St. Lawrence Seaway Management Corporation informed the Authority that it would no longer have linespersons to assist the pilots board and disembark vessels at the locks. These pilot transfer services were provided at no cost to the Authority. Subsequent to this communication, the Authority was required to negotiate contracts with third parties for the pilot transfer services at the St. Lambert Locks, the Beauharnois Locks, and Lock 7 in the Welland Canal. As the tariffs had previously been approved by the industry, the Authority has agreed to incur these unbudgeted costs (approximately $279,000 based on 2014 traffic) in 2015 without burdening its customers with a fee to offset the costs. However, starting in 2016, the Authority is planning to introduce a new pilot transfer charge for all vessels transiting through the St. Lambert Locks, the Beauharnois Locks and the Welland Canal Locks to offset these costs. The Authority will continue to work with its customers and the industry to find alternative solutions to see whether these fees can be avoided.

TRAFFIC

Although the Authority experienced a delay on the start of the 2015 navigation season, the year-to-date level of service has far surpassed the budgeted number of assignments and reflects the high traffic levels experienced last year. Based on discussions with the industry, the traffic for the remaining of the 2015 navigation season should continue its current trend to mirror the 2014 traffic. The 2015 traffic is driven mainly by strong inbound steel shipments and a result of the higher freight rates in the Great Lakes vs. the international rates.

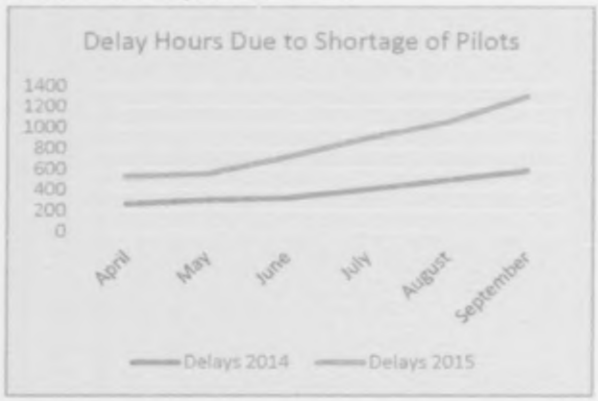
# of assignments	Actual / Forecast 2015	Budget 2015	Var %	Actual 2014	Var %
YTD *	4,373	3,964	10.3%	4,479	(2.4)%
YTG	3,027	2,567	17.9%	2,983	1.5%
TOTAL	**7,400**	**6,531**	**13.3%**	**7,462**	**(0.8)%**

* The Authority operates in the St. Lawrence Seaway which usually closes in late December due to winter and re-opens in late March of each year.

VESSEL DELAYS

The delay hours due to a shortage of pilots have increased year-to-date 2015 to 1,298 hours (from 493 for the same period in 2014). The delay in placing buoys, the daylight navigation restrictions and the restricted use of pilot boat resulting from the extreme ice conditions at the start of the navigation season led to a greater need of double pilotage, which in turn reduced the number of pilots available to service vessels.

The majority of the increase in delays seen in the remaining navigation season have been experienced in International District #1 and Lake Ontario due to some unexpected retirements have also impacted the number of delays encountered.



The vessel delays due to a shortage of pilot stems primarily from the pilot numbers determined at the start of the navigation season needed to service the expectation 6,531 assignments. The 7,462 assignments from 2014, was believed to be an anomaly given the transit spillover of the 2013 record crop to the start of the 2014 season and thus pilot numbers were not increased. The current pilot numbers cannot service the industry at the anticipated 7,400 assignment level or greater without causing important delays due to a shortage of pilots. Two Apprentice-pilots are expected to be licensed in October and this will help reduce some of the current delays experienced.

The Authority plans for approximately 110 to 115 assignments per pilot during the 9 month navigation season. The current traffic levels should result in approximately mirror the 136 assignments per pilot that was seen in 2014. This high number of assignments per pilot cannot be sustained in a long term without increasing the vessel delays due to a shortage of pilots.

INCIDENTS

The Authority is reporting 3 major and 3 minor incidents up to the end of its third quarter. None of the major incidents resulted in loss of life, serious injuries, or environmental spills. With the exception of 1 major incident which is still under investigation, none of the incidents were due to pilot error. The Authority's continued focus on its pilot training program have allowed its pilots to effectively course correct as to minimize the severity of the incidents.

FINANCIAL HIGHLIGHTS

For the 3 months ended September 30, 2015, the Authority posted a gain of $79,000, compared to $826,000 in the same period in 2014. The Authority's third quarter results were negatively affected by the delayed opening of the St. Lawrence Seaway and a small reduction in year to date assignments in 2015

as compared to 2014. The following table presents the Corporation's performance for the third quarter of 2015, compared to the same period in the prior year.

	3 months ended 30-Sept 2015	3 months ended 30-Sept 2014	Change	%	Year to date 30-Sept 2015	Year to date 30-Sept 2014	Change	%	Explanation of change
Revenue	$ 7,651	$ 7,821	$ (170)	(2.2)%	$ 15,433	$ 15,820	$ (387)	(2.5)%	Decreases were mainly driven by the 2.7% decrease in traffic, a lower large vessel ratio when compared to the 2014 results and the 1.0% decrease in the surcharge rate; offset by 1.5% tariff increase.
Operating costs	7,140	6,648	(492)	(7.4)%	14,196	13,449	(747)	(5.6)%	Increases were largely driven by the high levels of overtime due to shortage of pilots, double pilotage and to support the high levels of delays and over carried during the extreme ice conditions in April 2015, an increase in pilot productivity given the higher levels of traffic, the unexpected pilot transfer charges and other operational costs directly related to inflation increases.
Administrative costs	432	347	(85)	(24.5)%	1,108	1,063	(45)	(4.2)%	The increase is mainly driven by higher professional fees in 2015; offset by staff wages.
Profit (loss)	$ 79	$ 826	$ (747)	(90.4)%	$ 129	$ 1,308	$ (1,179)	(90.1)%	
Other comprehensive income (loss)	-	-	-		-	-	-		
Comprehensive income (loss)	**$ 79**	**$ 826**	$ (747)	(90.4)%	**$ 129**	**$ 1,308**	$ (1,179)	**(90.1)%**	

Management expects that the traffic forecast for the remainder of 2015 will allow the Authority to meet its forecasted annual income of $427,000 by yearend and its goal to eliminate the existing accumulated deficit by the end of 2015.

2015 INITIATIVES

Training

The new Apprentice Pilot Training Program which the Authority had introduced at the start of the season has been successfully deployed to all of the pilot districts and is currently being respected for the new

apprentice-pilots. The first two apprentice-pilots who have been following this revised training program are expected to be fully licensed in October 2015.

Investment in systems

The Authority had planned to start its migration of its dispatching and billing system to a new platform in the summer 2015. However, due to unanticipated delays caused by a major partner, the migration will only start towards the end of the year. Along with the migration, the Authority will introduce new functionality to meet its changing business needs and to allow its employees to work more efficiently.

HUMAN RESOURCES

Through its Enterprise Risk Management assessment, the Authority had identified pilot succession planning as a crucial concern given the average age of the pilots is approximately 60 and the anticipated retirements over the next five years. To properly mitigate this risk, the Authority has increased its planned number of apprentice-pilots for 2016 from 4 to 8. Management believes the pilot levels will be more suitable to service the current traffic, which the industry has communicated to be the expected traffic for 2016.

LABOUR RELATIONS

Corporation of Professional Great Lakes Pilots, Corporation of the Upper St. Lawrence Pilots, The Pilots' Corporation – Lake Ontario and Harbours, *Corporation des Pilotes du Fleuve et de la Voie Maritime du Saint-Laurent*

The Authority is in its second-last year of all four agreements which expire on March 31st, 2017. The changes introduced in the agreements brought the Authority's cost structure more in line with economic realities it is facing as well as ensured continued pilotage services without interruptions.

Public Service Alliance of Canada (PSAC)

The agreement is valid and expires on June 30th, 2016. PSAC represents the dispatchers and clerical office staff. There were no developments in labour relations activities in the third quarter of 2015.

INTERNAL CONTROLS AND PROCEDURES

During the third quarter of 2015, there were no changes in internal controls over financial reporting that have materially affected, or are reasonably likely to materially affect, the Authority's internal controls over financial reporting.

RISKS AND RISK MANAGEMENT

The Authority management considers risks and opportunities at all levels of decision making, and it has implemented an enterprise risk management (ERM) approach. A description of the Authority's risks is provided in the Governance Review section of the 2014 Annual Report. As part of its Strategic Planning exercise in April 2015, the Board of Directors and Senior Management identified and reviewed significant risks as well as developed appropriate strategies to address and mitigate the identified risks.

It is of management's opinion that there are no changes to the strategic or to the operational risks in the third quarter or anticipated for the remainder of 2015 that could have a material impact on the Authority's finances, reputation and operations.

CONTRACTUAL OBLIGATIONS AND COMMITMENTS

Contractual obligations and commitments were explained in Note 16 – *Commitments* of the 2014 Audited Financial Statements. There are no material changes to the contractual obligations and commitments during the third quarter of 2015.

RELATED PARTY TRANSACTIONS

The Authority has a variety of transactions with related parties in the normal course of business. These transactions are not materially different from what was reported in Note 15– *Related Party Transactions* of the 2014 Audited Financial Statements.

CONTINGENT LIABILITIES

It is of management's opinion that there are no contingent liabilities in the third quarter or anticipated for the remainder of 2015 that could have a material impact on the Authority's finances.

SUBSEQUENT EVENTS

It is of management's opinion that there are no material events subsequent to the end of the third quarter that have not been reflected in the quarterly statements.

CRITICAL ACCOUNTING ESTIMATES AND JUDGMENTS

Critical accounting estimates and judgments are described in Note 5 – *Critical accounting estimates and judgments* of the unaudited interim third quarter financial statements ended September 30, 2015. It is of management's opinion that there are no changes in underlying its estimates used in the preparation of the third quarter financial statements that have a significant impact on the third quarter results.

ACCOUNTING PRONOUNCEMENTS

The Authority's unaudited interim third quarter financial statements ended September 30, 2015 includes a complete discussion of the impact on the Authority of pronouncements issued by the Internal Accounting Standards Board (IASB) or the IFRS Interpretations Committee that were mandatory for accounting periods beginning on January 1, 2014. This impact along with discussions on proposed standards not yet in effect are described in Note 3 – *Application of Internal Financial Reporting Standards* of the unaudited interim third quarter financial statements ended September 30, 2015.

APPROPRIATIONS

The Authority is prohibited from receiving Parliamentary appropriations as per section 36.01 of the Pilotage Act. The Authority has been financially self-sufficient since inception in 1972 and regularly endorses a strategy that will ensure this strategic goal remains among the highest priority.

GREAT LAKES PILOTAGE AUTHORITY

202 Pitt Street, 2nd floor

Cornwall, Ontario K6H 5R9

UNAUDITED FINANCIAL STATEMENTS

Quarterly Results

Nine months to September 30, 2015

Statement of Management Responsibility:

Management is responsible for the preparation and fair presentation of these quarterly financial statements in accordance with the Treasury Board of Canada Standard on Quarterly Financial Reports for Crown Corporations and for such internal controls as management determines is necessary to enable the preparation of quarterly financial statements that are free from material misstatement. Management is also responsible for ensuring all other information in this quarterly financial report is consistent, where appropriate, with the quarterly financial statements.

Based on our knowledge, these unaudited quarterly financial statements present fairly, in all material respects, the financial position, results of the operations and cash flows of the Corporation, as at the date of and for the periods presented in the quarterly financial statements.

Robert Lemire, CPA, CA
Chief Executive Officer

Stéphane Bissonnette, CPA, CA
Chief Financial Officer

Cornwall, Ontario
November 25, 2015

GREAT LAKES PILOTAGE AUTHORITY

Statement of Financial Position
(in thousands)

Unaudited

	September 30, 2015	December 31, 2014
ASSETS		
Current		
Cash and cash equivalents	$ 1,718	$ 2,099
Investments	3,427	5,548
Accounts receivable	2,740	4,521
Prepaid Expenses	41	38
	7,926	12,206
Non Current		
Long term receivables	37	-
Property and equipment	374	416
Intangible asset	93	141
	$ 8,430	$12,763
LIABILITIES		
Current		
Accrued salaries and benefits	$ 4,516	$ 8,952
Other accounts payable and accrued charges	546	618
Employee benefits	429	573
	5,491	10,143
Non-current		
Deferred Lease Inducement	64	43
Employee benefits	3,174	3,005
	8,729	13,191
EQUITY		
Accumulated deficit	(299)	(428)
	$ 8,430	$12,763

The accompanying notes are an integral part of these financial statements.

GREAT LAKES PILOTAGE AUTHORITY

Statement of Operations and Comprehensive Income
(in thousands)

Unaudited

	3 months ended September 30, 2015	Year to date September 30, 2015	3 months ended September 30, 2014	Year to date September 30, 2014
Revenues				
Pilotage charges	$ 7,568	$ 15,254	$ 7,784	$ 15,741
Dispatching and Pilot boat income	26	55	21	45
Pilot Transfer Cost Recovery	26	45	-	-
Interest and other income	31	79	16	34
	7,651	15,433	7,821	15,820
Expenses				
Pilots' salaries and benefits	5,268	10,314	5,112	10,042
Transportation and travel	821	1,614	721	1,548
Pilot boat services	413	730	328	634
Operation staff salaries and benefits	380	900	368	789
Administration staff salaries and benefits	271	688	216	699
Professional and special services	109	200	54	133
Pilot Transfer Services	90	141	-	-
Amortization and depreciation	64	181	60	179
Utilities, material and supplies	48	126	38	126
Pilot laptop and navigation software	25	76	25	75
Rentals	23	70	24	69
Purchased dispatching services	19	40	21	41
Communications	16	51	16	51
Repairs and maintenance	12	31	7	19
Pilot training and recruiting costs	7	123	-	98
Financing costs and other charges	6	19	5	9
	7,572	15,304	6,995	14,512
Profit (loss) for the period	$ 79	$ 129	$ 826	$ 1,308
Other Comprehensive Income				
Items that will not be reclassified to net results				
Actuarial gain (loss) on employee benefits	-	-	-	-
Comprehensive income (loss) for the period	$ 79	$ 129	$ 826	$ 1,308

The accompanying notes are an integral part of these financial statements.

GREAT LAKES PILOTAGE AUTHORITY

Statement of Changes in Equity
(in thousands)

Unaudited

	3 months ended September 30, 2015	Year to date September 30, 2015	3 months ended September 30, 2014	Year to date September 30, 2014
Accumulated deficit, beginning of period	$ (378)	$ (428)	$ (1,282)	$ (1,764)
Profit (loss) for the period	79	129	826	1,308
Other Comprehensive income (loss) for the period	-	-	-	-
Total comprehensive income (loss) for the period	79	129	826	1,308
Accumulated deficit, end of period	$ (299)	$ (299)	$ (456)	$ (456)

The accompanying notes are an integral part of these financial statements.

GREAT LAKES PILOTAGE AUTHORITY

Statement of Cash Flows
(in thousands)

Unaudited

	3 months ended September 30, 2015	Year to date September 30, 2015	3 months ended September 30, 2014	Year to date September 30, 2014
Operating activities				
Profit (loss) for the period	$ 79	$ 129	$ 826	$ 1,308
Items not affecting cash:				
Employee benefits	2	25	64	(173)
Amortization and depreciation	64	181	60	179
Increase (Decrease) in deferred leasehold inducements	24	21	-	-
Changes in non-cash working capital items:				
Decrease (Increase) in accounts receivables	31	1,781	266	831
Decrease (Increase) in long term receivables	40	(37)	-	-
Decrease (Increase) in prepaid expenses advances	16	(3)	(37)	(7)
Increase (decrease) in accrued salaries and benefits	2,074	(4,436)	2,219	(2,674)
Increase (decrease) in other accounts payable and accrued charges	108	(72)	344	219
Cash provided by operating activities	2,438	(2,411)	3,742	(317)
Investing activities				
Disposal of investments	651	5,046	-	2,156
Purchase of investments	(2,426)	(2,925)	(2,499)	(2,499)
Acquisition of property and equipment and intangible assets	(48)	(91)	(2)	(53)
Cash provided (used) in investing activities	(1,823)	2,030	(2,501)	(396)
Cash and cash equivalents:				
Net increase (decrease) in cash during the period	$ 615	$ (381)	$ 1,241	$ (713)
Cash (bank indebtedness), beginning of period	1,103	2,099	351	2,305
Cash (bank indebtedness), end of period	$ 1,718	$ 1,718	$ 1,592	$ 1,592
Represented by:				
Cash (bank overdraft)	$ 1,718	$ 1,718	$ 1,592	$ 1,592
Cash equivalents	-	-	-	-
Supplemental information				
Interest paid during the period	$	$	$	$

The accompanying notes are an integral part of these financial statements.

GREAT LAKES PILOTAGE AUTHORITY

Notes to the Unaudited Financial Statements

1. Authority and objectives

The Great Lakes Pilotage Authority, Ltd. (The Authority) was established in February 1972 pursuant to the *Pilotage Act*, incorporated as a limited company in May 1972, and was continued under the *Canada Business Corporations Act*. Until October 1st, 1998, it operated under the name of Great Lakes Pilotage Authority, Ltd. and was a subsidiary of the St. Lawrence Seaway Authority. Pursuant to the *Canada Marine Act*, which received Royal Assent on June 11, 1998, the name of the Authority was changed to Great Lakes Pilotage Authority and the Authority was deemed to have been established under subsection 3(1) of the *Pilotage Act*. The Authority is a Crown corporation listed in Schedule III, Part I of the *Financial Administration Act*.

The objectives of the Authority are to establish, operate, maintain and administer a safe and efficient pilotage service within designated Canadian waters.

The Authority is exempt from any income taxes.

The principal registered address and records office of the Authority are located at 202 Pitt Street, 2nd floor, Cornwall, Ontario.

2. Basis of presentation

(a) Declaration of conformity

The Authority has prepared its interim financial statements in compliance with International Financial Reporting Standards (IFRS) as issued by the International Accounting Standards Board (IASB). These financial statements have been prepared in accordance with IFRS applicable to the preparation of interim financial statements, including IAS34 *Interim Financial Reporting*. As permitted under this standard, these interim financial statements do not include all of the financial statement disclosures required for annual financial statements, and should be read in conjunction with the Authority's audited financial statements for its fiscal year ended December 31, 2014.

The Authority's Board has approved for issue these interim financial statements on November 25, 2015.

(b) Basis of measurement

The interim financial statements have been prepared on a historical cost basis, except as permitted by IFRS and as otherwise indicated within these notes.

(c) Seasonality

The volume of the Authority's operations has historically varied during the year, with the highest demand for services experienced during the fourth quarter of each year. For the first quarter of the year, the navigation season of the St. Lawrence Seaway is closed and only re-opens at the end of March. The 2014 navigation season ended on January 1st, 2015 and the 2015 navigation season started on April 2nd, 2015 (the 2013 navigation season ended on January 1st, 2014 and the 2014 navigation season started on March 31st, 2014).

3. Accounting standards

New standards, amendments and interpretations effective January 1, 2014

In the third quarter, there were no amendments and interpretations issued by IASB and the Interpretations Committee that would have a possible effect on the Authority in the future.

Issued but not yet effective

IFRS 9 – *Financial Instruments* - In July 2014, the IASB issued the final version of IFRS 9, bringing together the classification and measurement, impairment and hedge accounting phases of the project to replace IAS 39 - *Financial Instruments: Recognition and Measurement*. IFRS 9 is to be applied retrospectively for annual periods beginning on or after January 1, 2018. Early adoption is permitted. The Authority continues to evaluate the potential impact of IFRS 9 on its financial statements.

Amendments to IFRS 11 – *Joint Arrangement – Accounting for Acquisitions of Interest in Joint Operations* – In May 2014, the IASB issued amendments to provide guidance on the accounting for acquisitions of interests in joint operations in which the activity constitutes a business. The amendments require the acquirer of an interest in a joint operation in which the activity constitutes a business, as defined in IFRS 3 – *Business Combinations*, to apply all of the principles on business combinations accounting in IFRS 3 and other IFRS for business combinations. The amendments are to be applied prospectively for annual periods beginning on or after January 1, 2016. Early application is permitted. The Authority has assessed that there will be no impact of this amended standard to its financial statements.

IFRS 15 – *Revenue from Contracts with Customers* – In May 2014, the IASB issued IRFS 15 which provides a framework that replaces existing revenue recognition guidance in IFRS. The standard contains a single model that applies to contracts with customers and two approaches to recognizing revenue: at a point in time or over time. The model features a contact-based five-step analysis of transactions to determine whether, how much and when revenue is recognized. New estimates and judgmental thresholds have been introduced, which may affect the amount and/or timing of revenue recognized. IFRS 15 is to be applied for annual periods beginning on or after January 1, 2017 using one of the following methods: retrospective or modified retrospective with the cumulative effect of initially applying the standard as an adjustment to opening surplus at the date of initial application. Early adoption is permitted.

4. Significant accounting policies

The significant accounting policies are as follows:

(a) Cash and cash equivalents

Cash equivalents represent short-term, highly liquid investments and consist of Canadian dollar deposits held by a Canadian chartered bank.

(b) Investments

The objective of the Authority's investment policy is to maximize the investment rate of return in a Government of Canada guaranteed bond portfolio.

The Authority has elected to designate all investments as fair value through profit and loss (FVTPL). Consequently, investments are initially recorded at fair value, and subsequently re-measured to fair value at each reporting date. Fair value is based on the quoted price of the securities at the reporting date. Purchases and sales of investments are recognized on a settlement date basis.

Realized gains and losses from the interest received and from sale of investments are recognized in interest and other income in the period realized. Unrealized gains and losses from all other fluctuations in fair value are recognized in interest and other income in the period in which they occur.

(c) Property and equipment

Property and equipment are recorded at cost. Depreciation of property and equipment is calculated on a straight-line basis and is based on the estimated useful lives of the assets as follows:

Asset category	Estimated useful life
Buildings	20 years
Furniture	10 years
Leasehold improvements	shorter of the term of the lease and the useful life of the leasehold improvement
Communication and computer equipment	5 years

Depreciation methods, useful lives and residual values are reviewed at each year end and adjusted for the future.

(d) Intangible asset

Software is recorded at cost. Amortization of software is calculated on a straight-line basis and is based on the estimated useful life of the asset as follows:

Asset category	Estimated useful life
Software	5 years

(e) Pension benefits

Substantially all of the employees of the Authority are covered by the public service pension plan (the Plan), a contributory defined benefit plan established through legislation and sponsored by the Government of Canada. Contributions are required by both the employees and the Authority to cover current service cost. Pursuant to legislation currently in place, the Authority has no legal or constructive obligation to pay further contributions with respect to any past service or funding deficiencies of the Plan. Consequently, contributions are recognized as an expense in the year when employees have rendered service and represent the total pension obligation of the Authority.

(f) Severance benefits

Employees are entitled to severance benefits, as provided for under labour contracts and conditions of employment. The cost of the severance benefits earned by employees is determined annually on an actuarial basis using the projected unit credit method prorated with years of credited service and management's best estimate assumptions, such as the discount rate, rate of salary increase, inflation, retirement ages of employees and other factors. The actuarial gain (loss) is recognized in other comprehensive income and cannot be reclassified to profit in the future.

The benefit costs are determined using the cost of employee benefits for the current years' service, the interest cost on the accrued benefit obligation and net actuarial gain or loss for the year.

(g) Retirees' death benefits

Former employees who retired prior to 1999 have been granted a death benefit. The liability amount for this benefit is determined annually on an actuarial basis using the projected unit credit method. The actuarial gain (loss) is recognized in other comprehensive income and cannot be reclassified to profit in the future.

The annual cost of this benefit comprises the amount of benefits paid in the year plus the change in the actuarial liability during the year, reduced by a retiree contribution.

(h) Employee benefits

The Authority's short-term employee benefits which include compensated absences, are evaluated on an undiscounted basis and are expensed as the related services are rendered.

(i) Effects of changes in foreign exchange rate

Assets and liabilities denominated in foreign currencies are translated into Canadian dollars at exchange rates prevailing at the statement of financial position date. Revenues and expenses denominated in foreign currencies are translated into Canadian dollars at monthly average exchange rates. All exchange gains and losses are included under interest and other income in profit and loss for the year.

(j) Revenue recognition

Revenues earned from pilotage charges, dispatching and pilot boat income are recognized as services are rendered. Interest and other income are recognized using the effective interest method as they are earned.

(k) Financial assets

Financial assets are classified into one of four categories:

- Fair value through profit or loss (FVTPL);
- Held-to-maturity (HTM);
- Available for sale (AFS); and,
- Loans and receivables.

The classification is determined at initial recognition and depends on the nature and purpose of the financial asset. The Authority has financial assets in two categories, FVTPL and loans and receivables.

(i) FVTPL financial assets

Financial assets are classified as FVTPL when the financial asset is held for trading or it is designated as FVTPL.

A financial asset is classified as held for trading if:

- It has been acquired principally for the purpose of selling in the near future;
- It is a part of an identified portfolio of financial instruments that the Authority manages and has an actual pattern of short-term profit-taking; or
- It is a derivative that is not designated and effective as a hedging instrument.

Financial assets classified as FVTPL are stated at fair value with any resultant gain or loss recognized in profit or loss. The net gain or loss recognized incorporates any dividend or interest earned on the financial asset.

Cash, cash equivalents and investments are classified as FVTPL. Measuring these investments at fair value provides better alignment between the accounting results and how the portfolio is managed.

Derivative financial instruments are financial contracts that derive their value from changes in an underlying variable. The Authority does not enter into derivative financial instruments for trading or speculative purposes.

(ii) Loans and receivables

Loans and receivables are non-derivative financial assets with fixed or determinable payments that are not quoted in an active market. Loans and receivables are initially recognized at the fair value and subsequently carried at amortized using the effective interest method less impairment losses. The impairment loss of receivables is based on a review of all outstanding amounts at period end. Bad debts are written off during the year in which they are identified.

Loans and receivables include accounts receivable. Due to the short-term nature of accounts receivable, their carrying values are deemed to approximate their fair values.

(iii) *Effective interest method*

The effective interest method calculates the amortized cost of a financial asset and allocates interest income over the corresponding period. The effective interest rate is the rate that discounts estimated future cash receipts over the expected life of the financial asset, or, where appropriate, a shorter period, to the net carrying amount on initial recognition.

Income is recognized on an effective interest basis for debt instruments other than those financial assets classified as FVTPL.

(iv) Impairment of financial assets other than those measured at fair value

Financial assets are assessed for indicators of impairment at each period end. Financial assets are impaired when there is objective evidence that, as a result of one or more events that occurred after the initial recognition of the financial asset, the estimated future cash flows of the investment have been impacted.

Objective evidence of impairment could include the following:

- Significant financial difficulty of the issuer or counterparty;
- Default or delinquency in interest or principal payments; or
- It has become probable that the borrower will enter bankruptcy or financial reorganization.

For financial assets carried at amortized cost, the amount of the impairment is the difference between the asset's carrying amount and the present value of the estimated future cash flows, discounted at the financial asset's original effective interest rate.

The carrying amount of all financial assets, excluding accounts receivables, is directly reduced by the impairment loss. The carrying amount of accounts receivables is reduced through the use of an allowance account. When accounts receivable are considered uncollectible, it is written off against the allowance account. Subsequent recoveries of amounts previously written off are credited against the allowance account. Changes in the carrying amount of the allowance account are recognized in profit or loss.

If, in a subsequent period, the amount of the impairment loss decreases and the decrease can be objectively related to an event occurring after the impairment was recognized, the previously recognized impairment loss is reversed through profit or loss. On the date of impairment reversal, the resulting carrying amount of the financial asset cannot exceed what its amortized cost would have otherwise been at that date had the previous impairment loss never been recognized in the first place.

(v) Derecognition of financial assets

A financial asset is derecognized when:

- The contractual right to the asset's cash flows expire; or
- If the Authority transfers the financial asset and substantially all risks and rewards of ownership to another entity.

(l) Financial liabilities

Financial liabilities are classified as either financial liabilities at FVTPL or other financial liabilities. All of the Authority financial liabilities are classified as other financial liabilities.

(i) Other financial liabilities

Other financial liabilities are initially measured at fair value, net of transaction costs, and are subsequently measured at amortized cost using the effective interest method, with interest expense recognized on an effective yield basis.

The effective interest method is a method of calculating the amortized cost of a financial liability and of allocating interest expenses over the corresponding period. The effective interest rate is the rate that exactly discounts estimated future cash payments over the expected life of the financial liability, or, where appropriate, a shorter period, to the net carrying amount on initial recognition.

The Authority has classified other accounts payable and accrued charges and accrued salaries and benefits as other financial liabilities. Due to the short-term nature of these accounts, their carrying values are deemed to approximate their fair values.

(ii) Derecognition of financial liabilities

The Authority derecognizes financial liabilities when, and only when, the Authority's obligations are discharged, cancelled or they expire.

(m) Exchange of services

Exchanges of services are recorded at the estimated fair value of the goods or services received. Revenues from exchange of services are recognized when the related services are rendered. Expenses resulting from exchange of services are recognized during the period when the related goods or services are provided by third parties.

(n) Lease Payments

All Authority leases and leased assets are not recognized on the statement of financial position since virtually all the risks and benefits associated with ownership of leased assets are not passed to the Authority.

Payments under operating leases are expensed on a straight line over the term of the lease.

5. Critical accounting estimates and judgements

The preparation of financial statements requires management to make judgments, estimates and assumptions that affect the application of policies and reported amounts of assets and liabilities, and revenues and expenses. The estimates and associated assumptions are based on historical experience and various other factors that are believed to be reasonable under the circumstances, the results of which form the basis of making the judgments about carrying values of assets and liabilities that are not readily apparent from other sources. Actual results may differ from these estimates.

The estimates and underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimate is revised if the revision affects only that period or in the period of the revision and further periods if the review affects both current and future periods.

Judgments made by management in the application of IFRS that have a significant effect on the financial statements and estimates with a significant risk of material adjustment in the current and following fiscal year are discussed as follows.

(a) Significant accounting estimates

Significant accounting estimates are estimates and assumptions made by management that may result in material adjustments to the carrying amount of assets and liabilities within the next year.

Employee severance and retirees death benefits

The Authority engages a third party actuary to assess the fair value of its employee severance benefits and the retirees' death benefit. The Authority assesses these obligations at December 31 each year.

Amortization and Depreciation rates

Refer to Note 4 (c) and 4 (d) for the estimated maximum useful lives of property and equipment and intangible assets.

(b) Significant accounting judgments

Significant accounting judgments are accounting policies that have been identified as being complex or involving subjective judgments or assessments. Management has not made any significant accounting judgments in the preparation of these interim quarterly financial statements.